

IGA Calls on Congress to Ensure Motor Vehicle Modernization Act Protects Independent Auto Glass Repair and Consumer Choice

Independent Glass Association supports federal right-to-repair protections but says modern vehicle repair requires meaningful access to ADAS calibration information, software, vehicle data and technology.

FOR IMMEDIATE RELEASE

The Independent Glass Association (IGA) is calling on Congress to ensure that H.R. 7389, the **Motor Vehicle Modernization Act of 2026**, provides independent automotive repair businesses with the information, technology and access necessary to safely repair today's increasingly sophisticated vehicles.

IGA supports the legislation's broader objective of protecting consumer choice and establishing enforceable federal right-to-repair protections. The Association particularly welcomes congressional recognition that **calibration and recalibration are integral parts of modern motor vehicle repair**.

For the automotive glass industry, that recognition is significant.

Today's windshield is no longer simply a piece of glass. Windshields increasingly interact with forward-facing cameras, Advanced Driver Assistance Systems (ADAS), rain and light sensors, head-up displays and other vehicle safety technologies. Replacing a windshield can therefore require access to vehicle-specific procedures, calibration specifications, diagnostic information, software and other technologies necessary to return the vehicle to proper operating condition.

IGA believes federal right-to-repair policy must reflect this reality.

Right to Repair Must Include the Right to Safely Complete the Repair

IGA supports the principle that vehicle owners should have the right to choose where their vehicles are repaired.

That choice, however, becomes meaningless if an independent repair facility cannot obtain reasonable access to the information, software, authentication, vehicle-generated data, calibration specifications or other technology necessary to safely complete the repair.

A right to repair must include the right to safely complete the repair.

H.R. 7389 takes important steps toward recognizing this principle by including calibration and recalibration within covered repair activities and addressing access to repair information and tools.

IGA is concerned, however, that relying substantially upon a right-to-repair framework developed more than a decade ago may not adequately address the realities of the connected, software-dependent and ADAS-equipped vehicle fleet of 2026 and beyond.

The technology has changed dramatically. Federal policy must change with it.

Vehicle Data and Software Access Cannot Be Deferred

Modern vehicles increasingly depend upon software, secure communications, electronic modules, proprietary systems and vehicle-generated data.



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Independent repair businesses should not be placed at a competitive disadvantage simply because the information or digital functionality necessary to perform a legitimate repair is controlled by the vehicle manufacturer or another party.

IGA therefore encourages Congress to strengthen H.R. 7389 to ensure reasonable and secure access to the information and technology necessary to perform lawful repairs, including:

- OEM repair and replacement procedures;
- ADAS calibration and recalibration procedures and specifications;
- diagnostic information and vehicle-generated data necessary for repair;
- software and programming necessary to complete covered repairs;
- reasonable access to authentication and authorization systems;
- information necessary to identify and install compatible replacement parts; and
- tools and technical information necessary to verify that vehicle safety systems are functioning properly following a repair.

Cybersecurity and vehicle safety are legitimate concerns, but they should not become mechanisms for unnecessarily restricting lawful competition or a consumer's ability to choose an independent repair facility.

Automotive Glass Must Have a Voice in Federal ADAS Policy

IGA also welcomes H.R. 7389's attention to ADAS functionality, sensor and camera operation and proper calibration procedures.

As federal agencies examine these issues, the automotive glass industry must have a seat at the table.

Windshield replacement is one of the most common repair procedures capable of directly affecting a camera-based ADAS system. Independent automotive glass professionals perform these repairs and calibrations every day and possess specialized knowledge that is distinct from mechanical repair, collision repair and vehicle manufacturing.

IGA is therefore requesting that the **National Highway Traffic Safety Administration (NHTSA)**, the **Federal Trade Commission (FTC)** and other federal agencies specifically include independent automotive glass repair and replacement stakeholders in future studies, rulemaking, guidance and stakeholder discussions involving ADAS calibration, repair information, vehicle data and consumer repair choice.

IGA's Position

The Independent Glass Association supports the objectives of the Motor Vehicle Modernization Act and federal efforts to establish meaningful and enforceable right-to-repair protections.

IGA believes those protections should be guided by several fundamental principles:

- ✓ **Consumers must retain the right to choose who repairs their vehicle.**
- ✓ **Independent repair facilities must have reasonable access to the information and technology necessary to safely perform those repairs.**
- ✓ **Calibration and recalibration must be recognized as integral components of modern automotive repair.**



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✓ **Vehicle software, authentication systems and data access should not be used to unnecessarily restrict legitimate independent repair.**

✓ **Independent automotive glass professionals must be represented when federal policy concerning ADAS, calibration and vehicle repair is developed.**

IGA encourages Congress to build upon H.R. 7389 and ensure that final federal right-to-repair legislation addresses not only the vehicles being repaired today, but the increasingly connected and software-dependent vehicles that independent repairers will encounter in the years ahead.

The Independent Glass Association looks forward to working with members of Congress, NHTSA, the FTC, vehicle manufacturers, repair organizations and other stakeholders to develop policies that protect vehicle safety, preserve competition and—most importantly—protect the consumer's right to choose.

About the Independent Glass Association

The Independent Glass Association represents independent automotive glass repair and replacement businesses and advocates for fair competition, consumer choice, industry professionalism and policies that protect the ability of independent businesses to safely serve the motoring public.

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